

SO-FI-2-HI
SEPT 1944
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6th NIGHT FI - S. R.C.

1 SEPT 1944

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SEPT-44

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Historical Division AAFPOA

Organizational History, 6th Night Fighter Squadron, VII Fighter Command, Seventh Air Force, Army Air Forces, Pacific Ocean Areas, APO #953.

1 September 1944 - 30 September 1944

1. Date of arrival and departure from each station occupied in this theatre:

On 6th September 1st Lts. Brunette, Fort, Beyl, Baldwin, and 2nd Lts. Grantham and Brown were transferred to 15th Fighter Group AAF. These Officers were single engine P-47 fighter pilots and are not trained for combat duty with the squadron's twin engine P-61 "Black Widow" Night Fighter. That being the reason for their transfer.

2nd Lt. Arthur B. Hansen transferred from duty with squadron detachment at Saipan to duty with organization, as of 7th September.

On 9th September five 2nd Lts and five Flight Officers, Radar Observers, were assigned to the squadron for flight training as P-61 replacement crews, and were immediately transferred to the squadron detachment at Saipan. Two of the F/Os were transferred as of September 12th.

The following men were suspected of being unfit for combat duty and failed to pass a rigid physical examination, being the reason for their transfer:

On 4 September, one Tech. Sgt., one Staff Sgt., 3 Sgts., two Cpls., one Pfc. and three privates were transferred in grade to Hq. & Hq. Sq. VII A.F. APO #953. One Pfc and one private were transferred on Sept. 6th.; One Cpl., three Pfc's and one private were transferred as of 8th September, and on 11 September one S/sgt. and three sgts. were transferred in grade to Hq & Hq Sqdn. VII A.F. Service Command APO #953.

On 22 September Capt. Milholland, Operations Officer, was transferred to the squadron detachment at Saipan to assume the duties as detachment Commanding Officer.

2. Losses.

Negative.

3. Awards and Decorations.

Sgt. Leo S. Brandoline was chosen by "The Ordnance Sergeant", magazine sponsored by the Ordnance School, Aberdeen Proving Ground, Maryland, as "Ordnanceman of the Month" in the August issue, for contributing an outstanding invention, a Crimping machine for 37 MM ammunition. For his "ingenuity, initiative, and outstanding attention to duty in designing and putting into operation additional devices which greatly improved the functioning and maintenance of aircraft armament" he has been commended by the Commanding General, VII Fighter Command, and has been recommended for the Legion of Merit.

4. Organization.

Negative.

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~~SECRET~~5. Strength, Personnel.

As of 1 September 1944.
At John Rodgers Airport, Naval Air Station, Oahu, T.H.

39 Officers
186 Enlisted men.

With Squadron detachment at Saipan, APO #244.

21 Officers
92 Enlisted men.

As of 30 September 1944.
At John Rodgers Airport, Naval Air Station, Oahu, T.H.

32 Officers
167 Enlisted men.

With Squadron detachment at Saipan, APO #244

32 Officers
91 Enlisted men.

6. Strength, Airplanes by types.

As of 1 September 1944.
At John Rodgers Airport, Naval Air Station, Oahu, T.H.

One P-61A-10
Seven P-47D-11
One P-70A-1
One UC-78

With Squadron detachment at Saipan, APO #244.

Six P-61A-10

As of 30 September 1944.
At John Rodgers Airport, Naval Air Station, Oahu, T.H.

One P-61A-10
Two P-47D-11
One P-70A-1
One UC-78

With Squadron detachment at Saipan, APO #244.

Six P-61A-10

7. Losses, Airplanes by types.

Negative.

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Due to the unsettled conditions which prevailed throughout the squadron during the month of September subsequent to the cancellation of shipping orders to a combat area at the last moment, the usual activities of the squadron were greatly curtailed. However, as soon as we unloaded our equipment from the boats and uncrated, we settled down to our usual activities. Our primary objective being training in Night Flying, Radar Tracking and Interception along with other activities.

This month our squadron was twice called upon to intercept unidentified airplanes which later proved to be friendly. Both were scrambles, the first at 0207 and the other at 1945. Our air-borne crews proved themselves capable by successfully completing their missions. Note copy of Mission Reports.

During the month there were two changes among the Officer personnel. Capt. John H. Roe assumed the post of squadron Intelligence Officer in charge of the S-2 section, as of 7 September, relieving Lt. D.P. Lightbown who transferred to the 45th Fighter Squadron. On 22 September 1st Lt. Merrill was appointed Operations Officer filling the vacancy left by Capt. Milholland who in turn was transferred to our squadron detachment at Saipan to assume the duties of Commanding Officer.

Below is a copy of the squadron's flying schedule for the month of September:

<u>Tactical Time</u>	<u>Administrative & Training</u>
Missions: 4	Missions: 360
Time : 3 Hours, 35 Minutes.	Time : 241 Hours, 10 Minutes.

The following is a breakdown of missions flown:

Acrobatic missions	: 14	Interception missions:	51
Altitude missions	: 3	Night Flying missions:	67
Ground Gunnery missions	; 5	Other Flights	: 200
Individual Combat missions:	10		

Among the statistical records available is an Operational Report No. 49, prepared by the 9th Statistical Control Unit, Oversea, Special, for the period of April 1944 to July 1944, released on September 1944, which deals with our squadron detachment at Saipan. The subject heading is Seventh Air Force P-61 Airplanes Combat Data, Part V, pages 45-49. A general digest of some of the information is as follows, quote:

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~~SECRET~~BLACK WIDOWS IN THE MARIANAS

One month after assignment to the Seventh Air Force, P-61 Airplanes were on their way into the combat zone with the triphibious force headed for the Marianas. On 24 June 1944 Black Widows flew their first Missions from Isely Field, Saipan (renamed from Aslito Field after capture from the Japanese). A detachment of seven P-61's and crews from the 6th Night Fighter Squadron acted as a supplement to the daylight missions flown by P-47's of the 318th Fighter Group.

TYPE OF SORTIES FLOWN

From 24 June 1944 - 31 July 1944 inclusive, a total of 22 interception sorties and 83 patrol sorties were flown. These 105 sorties constituted 103 Missions. That is, all except two of the 103 missions were flight of single planes.

With respect to type of Radar contact made, the 26 sorties in which contact was established were as follow:

<u>TYPE OF MISSION</u>	<u>TYPE OF RADAR CONTACTS MADE AND SUCCESS OF INTERCEPTION</u>	<u>NUMBER OF SORTIES</u>
Patrol Mission	Plane Contacts only (no aerial interception)	4
Interception Mission	Ground - Control contacts only (no aerial interception)	7
Interception Mission	Ground and plane contacts (aerial interception made)	6
Interception Mission	Ground and plane contacts (no aerial interception)	9
Sorties in which radar contact was made:	<u>TOTAL</u>	<u>26</u>

During the 26 sorties outlined above, approximately 30 bogies were picked up by P-61's. It is noteworthy that aerial interception of enemy aircraft occurred only when both ground and plane radar-contacts were established. The results of the 15 sorties in which both ground and plane radar-contacts were made may be subdivided as follows:

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<u>RESULT</u>	<u>NUMBER OF SORTIES</u>
Plane subsequently loses contact with enemy	4
Plane ordered to Break contact with enemy because inter- ception made too close to our bases (our antiaircraft assumed control)	5
Aerial Interception Occured	6
	<hr/>
<u>TOTAL</u>	<u>15</u>

RESULTS TO ENEMY AIRCRAFT INTERCEPTED

<u>DESTROYED</u>	<u>PROBABLY DESTROYED</u>	<u>DAMAGED</u>
3	1	1

DAMAGE TO NAVY AIRPLANE

On 12 July 1944 an interception and attack was made on a bogie which later proved to be friendly. AAF Form 34, Table 111, column 31 made the following comment on the incident: "All contact made on bogie, and after interrogating twice, fired on bogie. Bogie returned fire but no hits inflicted. On making second pass, control notified us bogie was friendly PBM. Unidentified plane failed to show IFF until fired upon".

Seventh Air Force Daily Intelligence Summary No. 194, 13 July 1944, makes the following comment: "last night at 0300 K, one of our Night Fighters was vectored out by Isely Field control and attacked one of our PBM's patrolling assigned sector. 2 passes were made with 6 large holes in PBM. PBM beached after landing to prevent sinking. No personnel casualties. Investigation underway. (GTF 51, 121135)."

~~SECRET~~OPERATIONAL LOSSES OF P-61'S

No combat losses of P-61's were sustained during the period of June - July 1944. Two P-61's and their crews were lost in June because of a landing accident and two more P-61's were lost in July due to a field crack-up. The latter two losses involved no casualties to crew members. On 1 August 1944 only 3 of the original 7 P-61's sent to Saipan were ready for combat at Isely Field.

GENERAL COMBAT DATA

Maintenance of Black Widows appears to have been quite satisfactory. All P-61's on hand (exclusive of operational losses) were reported as "Ready for Combat" on the 4 reporting dates of AAF Forms 34 submitted during 21 June 1944 - 31 July 1944.

The take-off on all missions flown was at 1810 or later. All combat flying occurred in the evening or at night. All sorties were flown in the Saipan-Tinian area, with the exception of one sortie which reached the vicinity of Rota island. A total of 213 combat hours were flown during 24 June 1944 - 31 July 1944. The average length of flight for the 105 sorties flown was approximately 2 hours.

Ammunition expended in combat was as follows:

20 MM - - - - -	397 rounds
50 Cal- - - - -	520 rounds

During the period of 21 June 1944 - 31 July 1944 a total of 272 hours (combat and non-combat) were flown. 35,230 gallons of gasoline were consumed by P-61's during this period. Approximately 129 gallons of gasoline were consumed per hour flown.

REMARKS ON AAF FORMS 34

Two remarks appearing on Forms 34 are of interest:

"Combat experience has proved that the efficiency of the P-61A-NO as a Night Fighter could be greatly improved by installation of the G. E. Remote-Control turret, for which the plane was designed. We recommend that these turrets be sent out for Air Depot installation on present models, and be included as standard equipment for subsequent models". (AAF Form 34, Detachment 6th Night Fighter Squadron, APO 244, 1 July-10 July 1944.)

"We recommend that all P-61A1-NO's be depot-modified to carry two (2) three-hundred (300) gallon droppable wing (fuel) tanks or the weight equivalent in bombs. This modification would make this airplane more effective as a Night Fighter and Intruder". (AAF Form 34, Detachment 6th Night Fighter Squadron, APO 244, 21 July - 31 July 1944.)- end quote.

PREFIX TO SECTION REPORTS

It is not usual that the morale of the squadron will float so listlessly dejected as has been the phenomenon this past month, which climaxed long series of movement preparations for forward echelon duty with a definite disappointing rescision of movement orders.

The equipment fully loaded aboard the ships at the harbor has been unloaded, but remains packed except for a few items necessary for operation and will remain so until the situation is clarified.

It is unfortunate that this entire business of overseas movement had to dwindle to this discouraging cancellation, not only for the deteriorating effect that it has had on the morale of the majority, but also for its revelation of a few individuals whose exuberance when notified of the cancellation was unmistakably indicative of a desire to remain in the "safety" of this rear area. It is more than apparent that these "pineapple sprouting" individuals, whom the squadron could advantageously do without, considering the burden they would become in a combat zone, are either afraid of the hazards involved, reluctant to shoulder the intensification of duty, or simply dead in imagination and spirit. Fortunately for the squadron, their number is in the great minority.

The possibility for movement in the not-too-distant-future that still exists, is the dominating factor for the not-too-hopeless attitude to which the majority cling. The basic reason motivating the desire to move into combat areas is unquestionably the hope of returning home sooner, as conceived from the War Department's Demobilization Plan giving priority to veterans with service in combat regions.

As for the accomplishment of the great many little things which spell so big a difference when concerned with morale, there is no gratitude great enough to express the appreciation for the endeavors, sincerity and interest of the Commanding Officer.

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ENGINEERING:

Some time ago, attention was called in this report regarding an "abrasive cooperation" existing at that particular time between the Squadron Technical Inspector and the line personnel. Whether or not the declaration of this attitude provoked "seed for thought" is unknown, but it is apparent at present, that the past antagonism has lessened and that the radical change to a more cohesive efficiency between both parties would meet the standards of an efficient organization.

For still another discrepancy noted in the past, but since then corrected, a popular vote of appreciation is commandeered by the present Engineering's section administration; M/Sgt. Trubilla, Acc't Engineering Officer and M/Sgt. Stellmaker, Line Chief, for their efforts in making possible more frequent passes for this section.

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Engineering's operating efficiency could hardly be expressed justifiably with the assortment of aircraft at the squadron's disposal this month. Its entire "air strength" consists of one P-70, two P-47s one UC-78, and one P-61. (The other Black Widow was transferred to H.A.D. for 4th echelon repair incurred in an accident while landing.)

OPERATIONS :

The month of September saw the 6th Squadron transformed once again into solely a twin-engine squadron. On 2 September 1944, Lts. BRUNETTE, BEYL, FORT, BALDWIN, BROWN and GRANTHAM, our single-engine pilots, were transferred to the 78th, 47th and 45th Fighter Squadrons respectively.

The first half of the month was not without excitement and fervor on the part of all personnel, due to the anticipated move to the land down under. All equipment had been loaded on the boats and all of the men, minus much of their hair, were set for the word "GO". Then alas, on 17 September 1944, we were informed that our meeting with the Japs would have to wait. It was a telling blow to the morale on the part of most of the men --- however, at this writing, there is still hope of getting into the thick of things before long.

On 7 September 1944, Lt. A.B. Hansen, who had been Major Mahr's Observer at Saipan, was transferred back into the squadron from the detachment and took up his duties as Capt. P.B. Keene's "RO". On 21 September 1944, Capt. G.W. Milholland, our Operations Officer, left us to take over the reigns of the Detachment while Capt. M.E. Martin is back on Oahu for a rest. Lt. J.M. Hansen and his observer, Lt. W.K. Wallace, with the skin of one Jap medium bomber hanging from their belts, are also back on Oahu for a rest.

On 30 September 1944 at approximately 0200, all of Oahu was awakened by the shrill pleadings of the air raid sirens. Were the Japs back again? Leave it to the 6th Squadron to investigate. Lt. R.T. Merrill III and his "RO", Lt. Hichik, were scrambled in one P-61. They were airborne in record time and were soon wending their way through the clouds in search of the "bogies"--which turned out to be two B-24s. The mission was highly successful and Lt. Merrill was lauded by the Controller. Once again the Sixth secured the Sons and Daughters of Kamehameha against all foes.

The morale of the men at this time is questionable. The new "49 month" bill leaves much to be desired.

Due to the extreme lack of airplanes this month, our flying training was in a sad plight indeed. The close of the month found that the "Fighting Sixth" had flown a total of 364 missions and logged 244:45, of which 3:35 and 4 missions were tactical.

~~SECRET~~COMMUNICATION SECTION:

From the beginning of the month until about the 15th, all men were busy packing boxes for shipment. Then came the loading of the boat, and that took about a day and a half. For about three days after the boat was loaded, most of the men were catching up on some valuable lost sleep. All was well and good until orders came for the boat to be unloaded. Unloading of the boat took about two days, and men unloading the trucks never encountered a dull moment. After the boxes came back to the squadron, the work began.

The first thing, test benches for the radio sets had to be set up in order to operate efficiently. The setting up of test benches took about two days. Radio mechanics along with setting up the test benches, had to set up a ground station in operations; change the frequencies back to the original frequency; keep the radios in the airplanes in perfect operation, and re-tune spare sets back to original frequency (5).

Linemen had to set up the switchboard and install telephones in all offices. After the switchboard was in operation, a power unit had to be set up for auxiliary power for the line shacks. Drop cords and lights had to be installed in all buildings. All engines were checked and found to be in good condition.

Signal center personnel had their normal duties of operating switchboard and teletype; while the communication Officer and communication chief supervised the setting up of all equipment.

On the morning of 30 September 1944, an air raid alarm was sounded, and all men reported for duty at 2:15 A.M. with the exception of the flight pulling C.Q.

The status of our section remains the same: One Communications Officer, and 22 Enlisted men. Morale is high.

RADAR SECTION:

News that the "down under" shipment had been cancelled caused the morale of this section to sag to a new low; this condition of course was only temporary as there was much work to be done, unpacking, etc. Now the section is back to normal and surprisingly cheerful as well as busy. The men, while somewhat reluctant to admit, do feel that our turn to leave the island, is still in the making, but nevertheless will someday materialize.

Morale suffered no damage when announcement was made of the "unavailable day". Along with the rest of the squadron our section is anticipating a great day, several of the men being anxious to tempt their capacity for the beer and liquor that will no doubt be there. If there should be women also, the radar section promises their utmost co-operation.

In the "something new something different dept." this section has two things to write about; first the portable bench set that Sgt. Clyde Mertz

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had constructed. This unit facilitates trouble shooting on the P-6ls as the unit can be towed directly to the ship and put into operation, thereby saving much time and "rubbing alcohol". Another unit never before seen in this section is the new 720 homing beacon commonly referred to as "mother". This unit is one of the few, if not the only, unit of its kind used on the "island". No one in the section had before studied its operation, so for a time the men were stumped and had to learn things for themselves, the hard way. Today most of the men are fairly well acquainted with its function, although at times "mother" does present some difficult problems and the boys move back and make room for Lt. Hansburg.

ARMAMENT, ORDNANCE SECTIONS

Outside of a few spurts of activity the month of September has been relatively inactive. As this section was completely packed by the end of last month the forepart of September was spent being orientated and outfitted for our Squadron movement. The medics did a fine job of making sieves of our arms with shots ranging from Hydrophobia to Hysteria, figuratively speaking. We were given our new APO #248 and the speculation was intense as to the eventual location of our new base of operations.

On September 5th we bid Aloha to 5 P-47's, being transferred to another squadron. We did regret the departure of these P-47's as it is truly an armorer's ship, the armament being given the highest consideration in design and convenience. As P-61 #601 was transferred to H.A.D. August 31st due to damage inflicted upon a short landing, we now have one P-61, two P-47's and one P-70A1.

Pfc. William Nolan was transferred to this department the forepart of this month. With the departure of Sgt. Collins to another unit our section strength at present is 21 men.

Sgt. Leo Brandoline was honored by being selected the August "Ordnance-man Of the Month" by the "Ordnance Sergeant" Publications. Sgt. Brandoline has been given commendation for his many inventions and modifications pertaining to armament ordnance. Brig. General Hatcher led a group of distinguished visitors including Col. McCulla, Col. McMorrow, Col. Englehart and Lt. Col. Grubb in making an appearance in our section to personally commend Sgt. Brandoline. General Hatcher shook hands with Sgt. Brandoline to the flash of staff photographers.

On September 17th the Squadron was informed that the shipping movement had been cancelled and we were ordered to unload the ships and resume operations once again. The entire Squadron's cargo was unloaded from the ships and returned to this base within approximately 10 man hours. On September 18th this section was set up and operating efficiently once again. We gained a great deal of experience from this terminated movement and immediately began to redesign the cargo manifest and reinforce shipping boxes preparatory to again being alerted.

Building a ball team around Pfc. Nolan, an excellent pitcher; this section challenged the Officers to a soft ball game. In the first game we emerged victorious with a 3 - 2 ending. The second play-off game was

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taken by the Officers with a 6 - 5 Victory.

The morale of the Section was high the forepart of this month with anticipation of the Squadron Movement. There were many crest-fallen faces when informed of the cancellation of the same but with the resumption of operations and arrival of scheduled P-61's in the near future the men should be in an excellent frame of mind.

MEDICS

a. Medical Personnel:

(1) Cpl. Carroll M. Conrad, Jr. and Pvt. John J. Torres placed on detached service from HQ VII Fighter Command with the Medical Section as of 21 September 1944.

b. Hospitalizations:

Pfc. Joseph J. Kolodziej discharged from Tripler General Hospital as of 7 September 1944.

(2) F/O Richard D. Phillips admitted to Hickam Station Hospital as of 7 September 1944. Discharged as of 13 September 1944.

(3) Sgt. Mervin E. Oliver hospitalized at 147th General Hospital from 6th Night Fighter Detachment, APO #244. Assigned to this organization as of 26 September 1944.

c. Immunizations:

(1) Immunizations, as required for personnel alerted for movement to forward areas, were completed as of 9 September 1944.

(2) Immunizations of the personnel of the 9th Radar Calibration Detachment were brought up to date during this month.

d. Treatments:

(1) There were 134 patients treated at the Dispensary.

(2) There were 204 treatments given at the Dispensary.

e. Inspections:

(1) Routine physical inspections of all Enlisted Men were held.

(2) All men suspected of being unfit for combat duty were given a rigid physical examination and those found to be so unfitted were recommended for transfer from Squadron.

f. Supplies and Equipment:

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(1) Supplies and equipment necessary for the operation of the Dispensary were unpacked after the Squadron was taken off movement alert.

g. Remarks:

(1) A deterioration in the morale of the Medical Section was noted after the Squadron was taken off movement alert.

(2) There are no cases of venereal disease in the Squadron.

(3) There are no cases of a communicable disease in the Squadron.

PARACHUTE SECTION:

This department, as all others, was surprised to find itself at the ungodly hour of two o'clock in the morning one day unloading everything the 6th Fighter thought it would need on the supposedly "big-push". Perhaps we grumbled because we had to unpack again but actually it didn't make much difference anyway or the other. Leaving Hawaii has its advantages and disadvantages; however let's hope the next time we put the last nail in our packing boxes we actually go.

With the transfer of Lt. Brunette from this squadron we are under the jurisdiction of the Engineering department again. This is proving very satisfactory. The department runs as smoothly as ever. When we unpacked our sewing machine all sorts of requests came in for sewing. The biggest job I would like to mention is the one which took Pfc. Jones and myself two days to complete. The radar section wanted a specially designed cover made for their trailer which carries a complete radar set. They gave us an old beat-up tent and asked us to go to work. It is finished now, and very aptly serving its purpose.

INTELLIGENCE:

Intelligence training this month, is regretfully, sadly lacking. Considering the circumstances one can readily see that our case was entirely justified. What with our entire section's equipment packed and crated, waiting for us on the boat, our usual "studies" were practically nil.

It should be of some interest to know what we had packed for our future, unknown destination. Our office, as we had it set up here at John Rodgers, was complete in every detail. Naturally, over a period of time, we had collected numerous "luxuries", that had to be dispensed with in such a movement. Many old pamphlets were burned, along with several out-lived copies of Intelligence memoranda and literature. Added to these, a sand table, a desk, writing table, and file rack were to be left behind.

Such items as maps pertaining to our new operating area, bulletin boards, all the extra plywood and Canex we could carry, a steel filing cabinet, our plywood "magazine rack", a drafting table, our safe, model aircraft and surface craft, a field desk, all the Intelligence

literature relating to our forthcoming area and points west, and a plentiful supply of office paper and drawing materials, were crated for shipment.

In the so-called "empty-spaces" in our boxes, we placed several items we thought would help make life a bit easier at our new "home". Mattresses, canned goods, three footlockers, rubber boots, plenty of mosquito repellent and insect spray, fruit juices, etc., made up the majority of the list.

We were ready.....and so we sat, and waited.....

On the 17th of September, just about the same date our squadron P.X. ran out of stock, orders came through to unload the boat.....We were not going.-----

It is hard to picture, or describe the reaction of officers, and men, at such an announcement; they vary tremendously. And yet one could almost feel the tenseness, and unrest that hung about the air. I marvel still at the morale of these men. The tenseness we felt momentarily, had passed, and the job of unloading was begun. The spirit and good fellowship of the men during these trying operations and disappointments, was a joy to behold.

Within two days, everything had been unloaded. Operations within the squadron had started on a "half-unpacked" basis, and has continued this way on orders from the Commanding Officer. It is quite evident that we are expected to move again in the near future. Whether it be some other spot on this island, or a "down under" movement, remains to be seen.

During this crisis, Lt. D.P. Lightbown transferred to the 45th Fighter Squadron. In his stead, Captain John H. Roe assumed the responsibilities of Squadron Intelligence Officer. Our section is now composed of the following officers and men.

CAPTAIN JOHN H. ROE
2nd Lt. DALE R. LANEY

T/Sgt. C.W. ZENDLER
PVT. R.M. MORALES

Captain Roe has already inaugurated a new training program; while the office is gradually taking on its old form and perspective. Several new reports have been directed through Hq's VII Fighter Command, namely, a "Monthly Combat Report", an "Intelligence Officer's Report", and a "Morale Services Activities Report".

Lt. Laney has been very active in the latter category. Through his consistent efforts, the squadron's enlisted men are receiving a new "break", heretofore experienced but little. Outdoor movies each night on the line; a regular beer call; a radio-phonograph complete with records in the squadron day room; and a better general understanding between the officers and enlisted men, are all noteworthy items.

In this editor's opinion, what with the lack of furloughs available, too much recreation of this type, along with extra curricular activities, cannot be had. It looks like a long war.

~~SECRET~~EXHIBIT 1.....
A-2 & A-3 MISSION REPORT

1. A. 6th Fighter Squadron
B. John Rodgers
2. 7/10 coverage; hazy; high cirrus layer. Visibility one and one half mile.
3. A. 29 September 1944
B. 0207
C. Kaena Point at 0212
D. See No. 7
E. 0335
4. A. Scrambled at 0200
B. One (1) P-61
5. None
6. None
7. Lt. Merrill, with Lt. Hichik as observer, was airborne at 0207 and proceeded on orders from control to Kaena Point, A/7,000 feet. At 0215 made visual contact with target due to searchlights. Target was at 1,500 feet, heading along north shore of island, 60 to 70 degrees. Lt. Merrill dove on target, but as he neared it, the searchlights illuminated him, causing blindness and a resulting loss of contact. Continued search for target over north shore at 1,000 ft., made contact again north of Kahuku. Followed target in to Kaneohe, where he (PB4Y) landed at 0222.

Control then ordered Lt. Merrill to orbit over Wheeler Field just above cloud level. On the way over, the orders were changed to Kaena Point, just within shore line, at 7,500 ft.

At 0245 another contact was made with target in lights 2 miles off shore, northwest of Kaena Point at 1,000 ft. Lt. Merrill also dove on this target to identify it as a PB4Y. Followed it around the shore line to Kaneohe, where the target landed at 0315. Lt. Merrill was then ordered to land at base.
8. None
9. None
10. None
11. Good
12. Searchlights were illuminating the interceptor, thereby making him lose contact with the target several times on the first interception.

A TRUE COPY

John H. Roe
JOHN H. ROE,
Capt., A.C.,
Unit Historian.

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EXHIBIT 2.....
A-2 & A-3 MISSION REPORT

1. A. 6th Night Fighter Sqdn.
B. John Rodgers
2. Weather 2/10 clear, visibility 3 miles.
3. A. 10 Sept. 1944
B. Tracking mission at 2145 - tactical from 2202 til 2222
C. Barbers Point at 2205
D. See Nr. 7
E. 2313
4. A. Scramble
B. One (1) P-70
5. One Navy B-26
6. None
7. Lt. Crumley, with Lt. Merrill acting as observer, was flying on routine tracking mission when control ordered him to proceed to Barbers Point at 7,000 feet, at 2202, to search for unidentified aircraft. About 8 miles off Barbers Point he sighted a plane at about 2,500 feet, 30 degrees off his port wing. Identification as a Navy B-26 was made at 2214 by Lt. Crumley as he closed in the vicinity of 6 miles west south west of Waianae village. Following this he resumed his tracking mission, and then landed at base at 2313.
8. None
9. None
10. None
11. Good
12. None

A TRUE COPY.

John H. Roe
JOHN H. ROE,
Capt., A.C.,
Unit Historian.